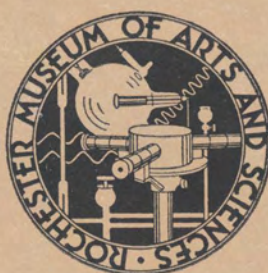


NOTES ON  
EARLY ROCHESTER HISTORY

*INTENDED FOR USE IN CONJUNCTION  
WITH MUSEUM EXHIBITS*



Not to be taken  
from the room

ROCHESTER MUSEUM OF ARTS AND SCIENCES  
EXTENSION DIVISION

1934





NOTES ON  
EARLY ROCHESTER HISTORY

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ROCHESTER MUSEUM OF ARTS AND SCIENCES  
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1934

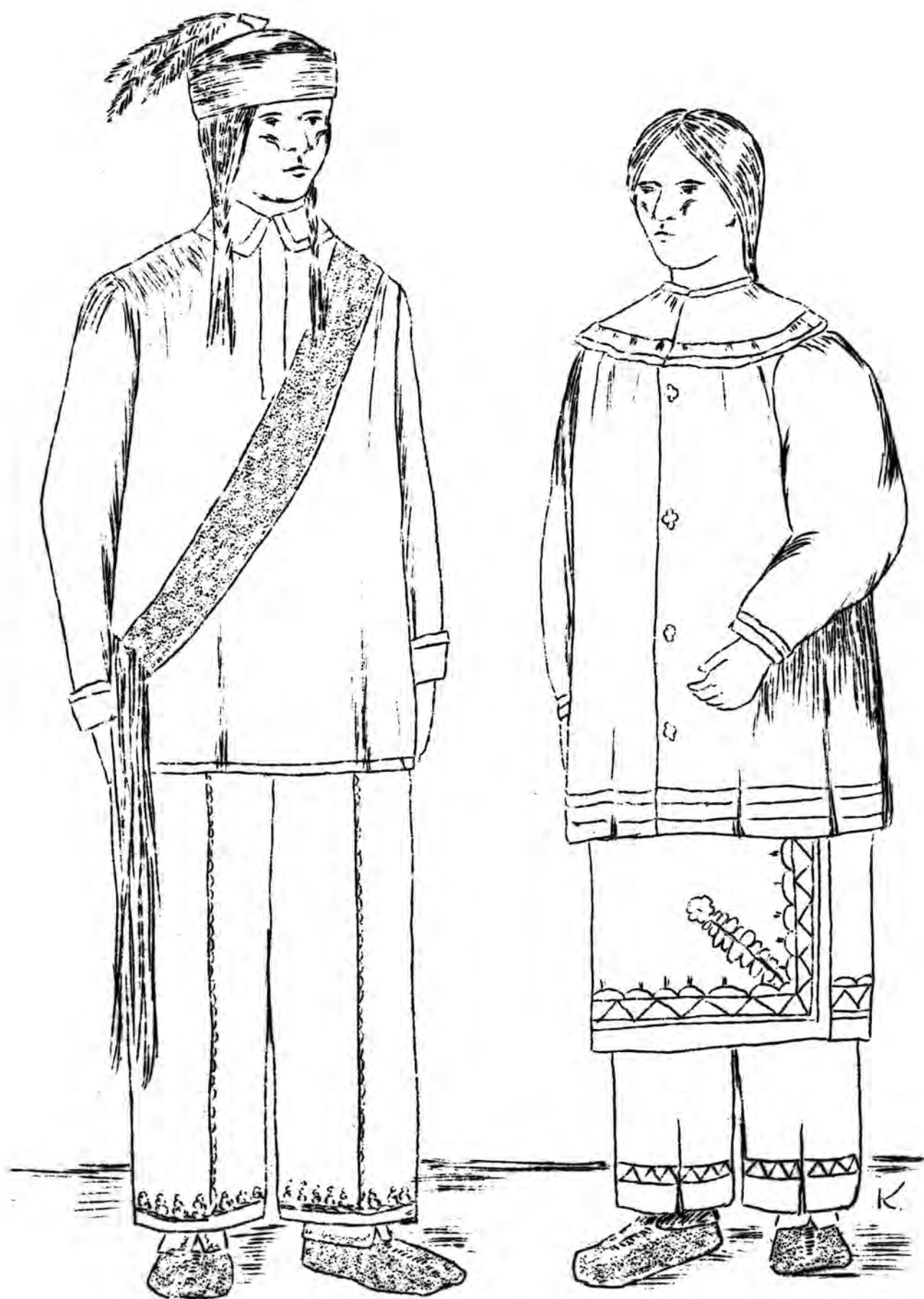


## HISTORY EXHIBITS

Seneca houses, clothing, ceremonial costumes and implements, tools, and utensils are exhibited in the Rochester Museum of Arts and Sciences in Edgerton Park. Complete rooms of the early nineteenth century and articles used in early Rochester homes also may be seen.

## EXTENSION EXHIBITS

Material available for class room or library exhibits illustrating the life of the Senecas and of the pioneers in Rochester will be found listed under Objective III for fourth grade in the catalog of the Extension Division of the Rochester Museum of Arts and Sciences for September, 1933.



Seneca Indians



## THE INDIANS AND THE GENESEE VALLEY

When the first explorers and settlers came into this region they found the Seneca Indians in possession of the territory around the Finger Lakes and in the Genesee Valley.

This nation was a powerful member of the League of the Iroquois, or Six Nations, council, both because of its superior numbers and because of its position as "Keeper of the Western Door of the Long House." The Five Nations originally belonging to this league lived in the region between the Mohawk River and Lake Erie. Families lived in long bark lodges, thus they called their common territory "the Long House." The Onondagas were the keepers of the Central Council Fire, the Mohawks, Keepers of the Eastern Door, and the Senecas, of the Western Door. Captives were settled among the Oneidas and the Cayugas to become "naturalized". From the Senecas two war chiefs were elected to the Central Council.

These Indians did not live on, or near, the banks of the Genesee until after the destruction of their villages by De Nonville in 1687. Their earlier homes were about Canandaigua Lake and eastward, but they used the Genesee Valley as hunting and fishing grounds and so much did they prize it for these purposes that they retained the right to hunt and fish there even after they allowed the settlers to establish their farms in the region. The site of Rochester was such an unhealthy marsh that the Indians shunned it except during cool weather.

After De Nonville's campaign the Senecas established villages farther west along the high banks of the river north of the present Letchworth Park. The villages were not rebuilt on their old sites on the hill tops of the Finger Lakes region for these people never rebuilt a village burned by an enemy.

The Indian villages nearest the present site of Rochester were not far from the present towns of East Bloomfield, Rochester Junction, Honeyoye Falls, Cuylerville, Nunda, Dansville, Victor, and Lima. There were small hamlets, however, at the lower falls and one at the spring near the present St. Luke's church.

These villages might consist of a half dozen bark "long houses" or they might contain several dozen. Before the coming of the French they were protected by palisades built of tree trunks set firmly in the ground and having the tops sharply pointed. Around the inside near the top a narrow board walk was built. From this place the village guard watched for enemies. The method used to scale such a palisade in an assault was to place ladders or canoes against the outside and use them for the ascent.

Each "long house" contained several families, all closely related. Generally a woman and her husband lived in the central section and each married daughter with her husband and children had a section of her own. These houses and all household goods were owned by the women. The men owned their tools, clothing, and implements for warfare. Children belonged to the mother's clan, for their descent was matrilinear.

Outside the walls of the village were the fields for games. These were an indispensable part of the village life; men, women, and children being great lovers of sport. Children were instructed by means of games and tested in sport contests. They were expected to show great skill before they were deemed worthy to receive the full privileges of manhood and womanhood.

These people also had fields where vegetables were cultivated. These included thirteen varieties of corn; at least three varieties of squash, beans, and melons, pumpkins, and sunflowers from which the oil was pressed for use in cooking.

The land and its products belonged to the entire community as did all things which pertained to the general welfare. Food was often a great problem during the winter months, or during drought; therefore, it was better for each to share equally in the work and in the results. Men supplied meat and game, women the products of the fields, and even the children shared in gathering berries, nuts, and roots.

Before their contacts with the French and English the Senecas wore clothing made from buckskin, embroidered with dyed porcupine quills or moosehair.

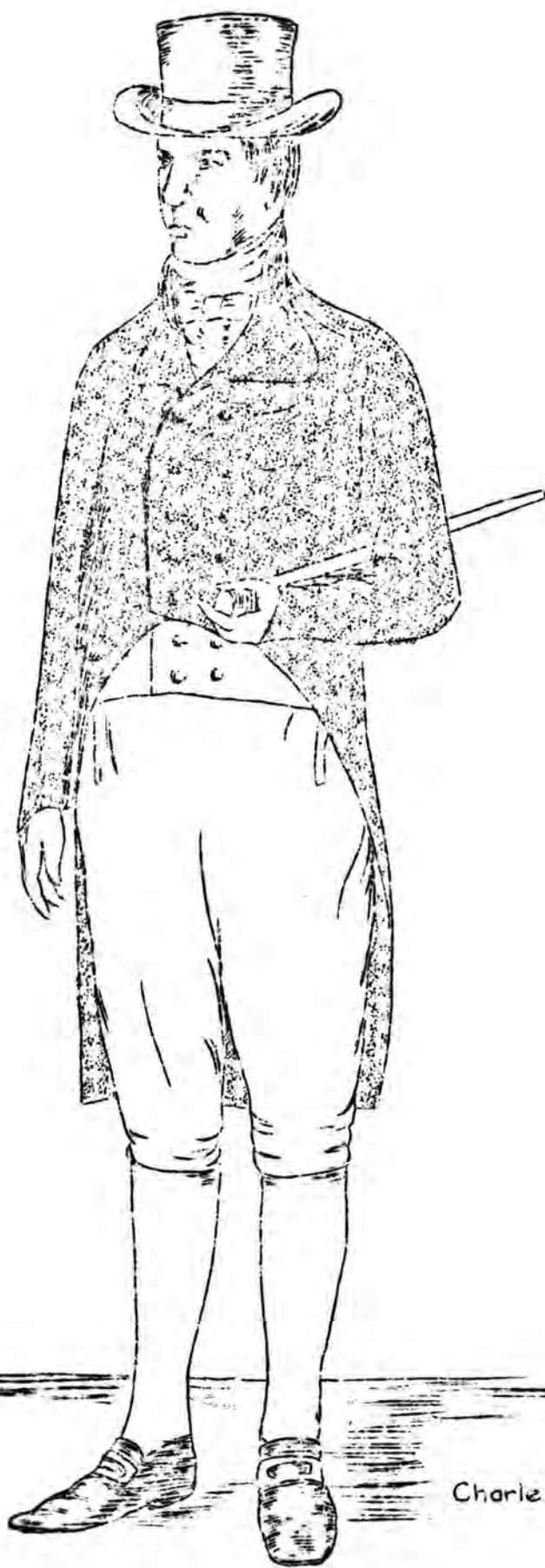
Beads were made from bone, quills, or shell, or even of painted wood. The designs were used to tell myths and legends of their people.

After contact with the Europeans, trader's broadcloth and turkey cotton were used for clothing and the decoration was carried out in glass beads. These they obtained by trading furs for them.

These people did not wear the feather war bonnet which belongs only to the Indians of the Great Plains. The true Iroquois hat was a tight fitting cap of fur or buckskin made over a light wooden framework and having a single eagle's plume erect from the center of the top. Sometimes this one was surrounded by other smaller plumes radiating from its base.

These people used wood, bark, and clay dishes, wooden spoons, and knives with blades of chipped flint. They had stone and bone implements, as stone celts and gouges and bone fish hooks and drills.





Charles Williamson

## EARLY ROCHESTER AND VICINITY

When Oliver Phelps signed the treaty with the Indians at Buffalo in 1788 he appealed to their generosity and asked them for a piece of land west of the Genesee large enough for a "mill seat." He convinced them that a mill would be a great convenience to them and they gave him a piece about twelve miles wide, extending from Avon on the west side of the Genesee River to Lake Ontario, a distance of about twenty-eight miles. This strip of land contained approximately 200,000 acres and was designated "The Genesee Falls Mill Lot."

Mr. Phelps made a contract with Ebenezer Allan, who agreed to erect saw and grist mills at the Genesee Falls, for which he received a consideration of one hundred acres of land at that site.

Allan is supposed to have been the first free white settler in the Genesee Valley although there were a number captive among the Indians. In 1789 he built a saw mill and cut enough timber for the grist mill.

Allan's residence here was only temporary. In 1792 he returned to Mount Morris after selling the hundred acre tract.

This tract was sold again in 1793 to Samuel B. Ogden. Later it became part of the Pultney purchase.

In 1802 Nathaniel Rochester, William Fitzhugh and Charles Carroll bought the 100 acre tract for seventeen dollars and fifty cents an acre. They took no steps to improve or settle this land until 1810. It was referred to as "Fall Town." When Nathaniel Rochester moved to Bloomfield he rode to Rochester to survey and stake out lots on the 100 acre tract, thus giving his name to the proposed village.

King's Landing was located halfway between Rochester and Charlotte in 1797. It derived its name from one of its founders, Cideon King, who, with Zadock Granger, purchased six thousand acres of land on the west side of the river. They stayed here until 1809, when the last members of the original families moved away.

Then the tract of land was purchased by the seven Hanford brothers who came here from Rome, N. Y. They built a warehouse, docks and the Steamboat Hotel. This hotel was patronized by travelers going westward via the Ridge Road.

Carthage was on the east side of the Genesee at the lower falls. Caleb Lyon was the leader of a group which commenced the clearing of land at this location in 1809. Elisha B. Strong and Elisha Beach purchased 1000 acres and had a survey made and lots laid out in 1817. Houses were built and a tavern, stores, flour mill and even a law office were opened at this settlement. The founders were hopeful that their community would eclipse that of Rochester, but in 1834 this village was incorporated into the city of Rochester.

Dublin was the name given to a settlement on the east side of the river south of Carthage. It included the district along St. Paul Street from Lowell Street to Atwater Street (now Central Avenue).

The region on the west bank of the Genesee River in the vicinity of Mill and Platt Streets was known as Frankfort, receiving its name from Francis Brown, the younger brother of Dr. Mathew Brown. This was in reality a part of Rochester and it was a question whether the center of population and of business activity would be here or along Main Street.

Castle Town was on the west side of the Genesee River near the intersection of Brooks Avenue and Genesee Street. It was founded by James Wadsworth in 1804 and named for Colonel Isaac Castle, who built a log tavern at the head of the long portage around the Genesee Falls.

At the other end of the portage, three miles from Irondequoit Bay on the creek of the same name, was another town which was even older than Castle Town. This was Tryon Town founded, in 1799, by Judge Salmon Tryon, of Lebanon Springs, who opened a store here. With the growth and development of Rochester and Carthage there was more traffic on the lower part of the Genesee and fewer needs for the portage at Irondequoit Bay. Lake traffic increased, diverting trade and the storehouse, the last remnant of this city, was torn down in 1818.

Captain Hall, an English traveler, is quoted by Peck in his "History of the Rochester Police Department," as saying:

"On the 25th of June we drove across the country (from Canandaigua) to the village of Rochester, which is built on the banks of the Genesee river, just above some beautiful waterfalls. The Erie canal passes through the heart of this singular village and strides across the river on a noble aqueduct of stone. Rochester is celebrated all over the Union as presenting one of the most striking instances of rapid increase in size and population of which that country affords any example. The chief source of its commercial and agricultural prosperity is the canal, as the village is made the emporium of the rich agricultural districts bordering on the Genesee river. In proportion as the soil is brought into cultivation, or subdued, to use the local phrase, the consumers will become more numerous and their means more extensive. Thus the demands of the surrounding country must go on augmenting rapidly, and, along with them, both the imports and the exports of every kind will increase in proportion. Out of more than 8,000 souls in this gigantic young village, there was not to be found in 1827 a single grown-up person born there, the oldest native not being then seventeen years of age."

After giving some extracts of statistics from the valuable directory of that year, to which reference has been made more than once, the captain goes on:

"We strolled through the village under the guidance of a most obliging and intelligent friend, a native of this part of the country. Everything in this bustling place appeared to be in motion. The very streets seemed to be starting up of their own accord, ready made and looking as fresh and new as if they

had been turned out of the workmen's hands but an hour before, or that a great boxful of new houses had been sent by steam from New York and tumbled out on the half-cleared land. The canal banks were at some places still unturfed; the lime seemed hardly dry in the masonry of the aqueduct, in the bridges and in the numberless great sawmills and manufactories. In many of these buildings the people were at work below stairs, while at top the carpenters were busy nailing on the planks of the roof. Some dwellings were half painted, while the foundations of others, within five yards' distance, were only beginning. I can not say how many churches, court-houses, jails and hotels I counted, all in motion, creeping upward. Several streets were nearly finished, but had not as yet received their names, and many others were in the reverse predicament, being named but not commenced, their local habitation being merely signified by lines of stakes. Here and there we saw great warehouses, without window sashes, but half filled with goods and furnished with hoisting cranes, ready to fish up the huge pyramids of flour barrels, bales and boxes lying in the streets. In the center of the town the spire of a Presbyterian church rose to a great height, and on each side of the supporting tower was to be seen the dial-plate of a clock, of which the machinery, in the hurry-skurry, had been left in New York. I need not say that these half-finished, whole-finished and embryo streets were crowded with people, carts, stages, cattle, pigs, far beyond the reach of numbers, and as all these were lifting up their voices together, in keeping with the clatter of hammers, the ringing of axes and the creaking of machinery, there was a fine concert, I assure you.

"But it struck us that the interest of the town, for it seems idle to call it a village, was subordinate to that of the suburbs. A few years ago the whole of that part of the country was covered with a dark silent forest, and, even as it was, we could not proceed a mile in any direction except that of the high road, without coming full-butt against the woods of time immemorial. After we had gone about a mile from town the forest thickened, we lost sight of every trace of a human dwelling or of human interference with nature in any shape. We stood considering what we should do next, when the loud crash of a falling tree met our ears. Our friendly guide was quite glad, he said, to have this opportunity of exhibiting the very first step in the process of town-making. After a zigzag scramble amongst trees which had been allowed to grow and decay for century after century, we came to a spot where three or four men were employed in clearing out a street, as they declared, though anything more unlike a street could not well be conceived. Nevertheless, the ground in question certainly formed part of the plan of the town. It had been chalked out by the surveyor's stakes, and some speculators, having taken up the lots for immediate building, of course found it necessary to open a street through the woods, to afford a line of communication with the rest of the village. As fast as the trees were cut down they were stripped of their branches and drawn off by oxen, sawed into planks or otherwise fashioned to the purposes of building,



without one moment's delay. There was little or no exaggeration, therefore, in supposing, with our friend, that the same fir which might be waving about in full life and vigor in the morning should be cut down, dragged into daylight, squared, framed, and before night be hoisted up to make a beam or rafter to some tavern or factory or store, at the corner of a street which twenty-four hours before had existed only on paper, and yet which might be completed, from end to end, within a week afterward."



Colonel and Mrs. Nathaniel Rochester

## EARLY SETTLERS OF ROCHESTER

Enos Stone, with several other men, purchased a large tract of land east of the Genesee from Phelps and Gorham in 1788-1789. However, he did not make Rochester his permanent home until 1815. Then he erected a frame house east of the Genesee River, on a site which is now located between Court and Main Streets. This was the first frame dwelling in Rochester east of the river.

In 1806 Elijah Rose built a log house just south of the present site of the Ellwanger place in Mt. Hope Avenue. This house was subsequently occupied by several families, among them, those of Jacob Miller, Daniel Harris and John Nutt.

Charles Harford erected a block house near the great falls in 1807. It is said to have been the first well-constructed dwelling in the city limits on the west side of the Genesee.

Nathaniel Rochester, for whom the city was named, came to the Genesee country in 1800 with Col. William Fitzhugh and Major Charles Carroll. They purchased a tract of land near Dansville. In 1803 they again came to this region and purchased the One Hundred Acre Tract for the sum of \$1250. (this included the site of the present Four Corners). In 1810 Col. Rochester came with his family and settled at Dansville. In 1811 he traveled from Dansville to the Genesee Falls to survey and stake out lots in the Hundred Acre Tract. From 1815 to 1818 he lived on a farm in East Bloomfield. In 1818 he again moved, this time to Rochester, where he built a home at the corner of Spring and Exchange Streets. (The lawns of this house sloped down to the river's edge). In 1824 he built a brick house at the corner of Spring and Washington Streets, where the Bevier Building (Mechanics Institute) now stands.

The year of 1812 saw the coming of many settlers to this community. Among these were the Scrantons, Reynolds, Barnards and Smiths.

The first dwelling on the Hundred Acre Tract was a log house built by Henry Skinner for Hamlet Scranton who settled here with his family on July 4.

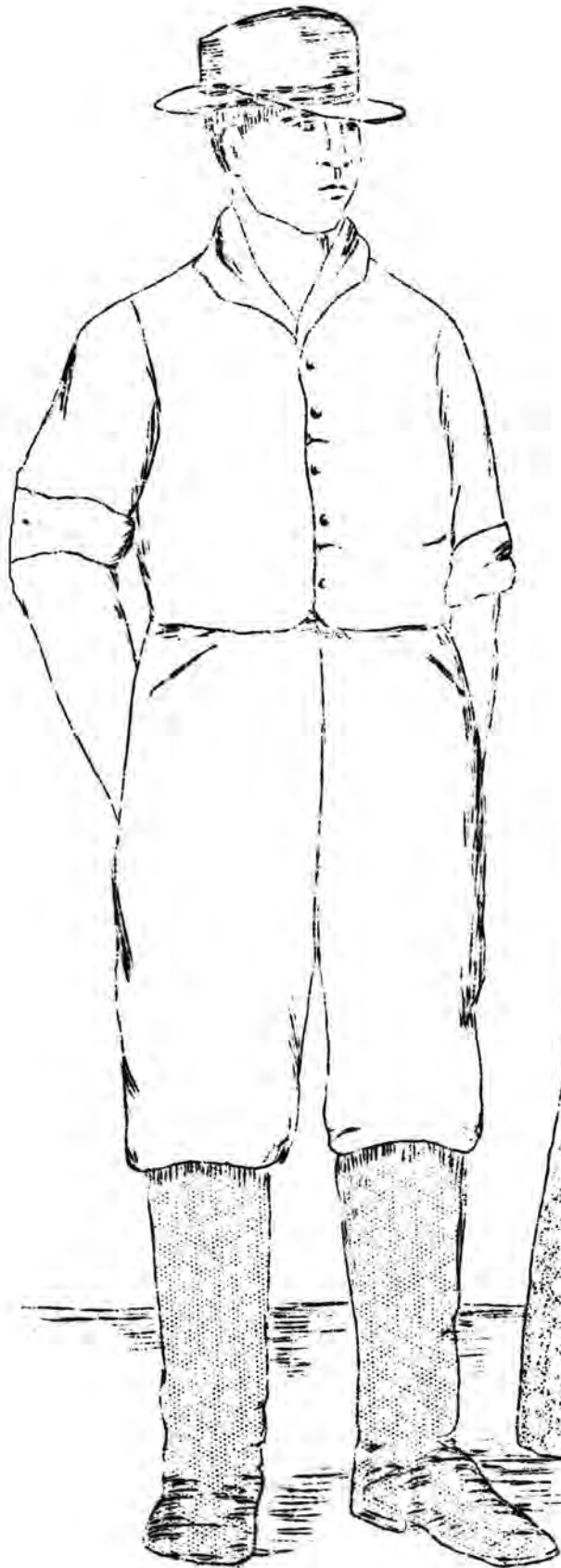
Abelard Reynolds, who was in the post-office in Pittsfield, Mass., was appointed postmaster in this year. He built a frame house on the site of the present Reynolds Arcade, which was both tavern and post-office.

Jehiel Barnard, the first tailor, arrived in 1812 and opened a tailor shop.

John G. Bond built the first house west of Plymouth Avenue in 1817. The first three story building in the village was erected by D. K. Carter and Abner Hollister.

In 1820 Jonathan Child removed to Rochester from Charlotte. He was engaged as a contractor on the Erie Canal. The first Lehigh coal to be brought to the city was brought here by Mr. Child via the Erie Canal. He was elected mayor of Rochester in 1834.

Elisha Johnson was chosen as the fifth mayor of Rochester in 1838. He was a prominent surveyor, contractor and builder and had built the Main Street bridge in 1824.



Laborer



House wife



## AN EARLY ROCHESTER HOME

The homes of early Rochesterians differed considerably in construction from ours. Before the erection of sawmills in this region most of the houses were made of logs and roofed with bark or split logs. Because of the scarcity of glass these houses had few windows. Leather hinges were often used in place of those of metal. Hamlet Scrantom's house was of this type.

With the coming of settlers in larger numbers and the building of sawmills, sawn boards and beams were used instead of the rough, hand-hewn timber. There was an increase in the number and size of the windows, too.

Log and frame dwellings had fireplaces. These fireplaces were often very large, occupying one side of the kitchen, and were used both for heating and cooking. This kitchen was the center of pioneer home life.

Near the fireplace were kept long handled frying pans, toasters, iron kettles, and long-handled forks. Sometimes a "fire borrower" hung at one side of the fireplace. Since there were no matches, and it was a long difficult process to light a fire with flint and steel, this metal scoop with its fitted cover was a treasured possession. Some families had Dutch ovens, or tin kitchens, for roasting meat before the fire. The baking ovens were built into the side of the fireplace.

Another article found in a kitchen of early Rochester was the candle mold. It was necessary to make tallow candles several times a year.

"Betty" or grease lamps were used when there was a scarcity of hard tallow. Animal fat was burned in them for fuel.

Later, sperm oil lamps were introduced. This illuminating oil was extracted and refined from the sperm whale.

Somewhat later camphene oil lamps were used for light; camphene being distilled turpentine.

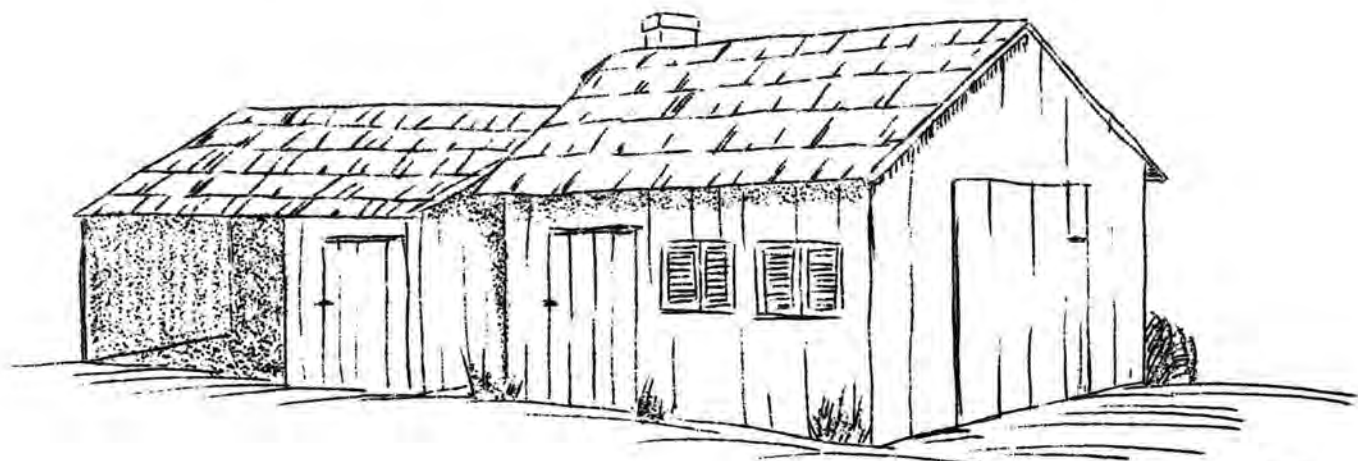
Finally, about 1860, kerosene lamps with globes were invented. These were often very ornate and colorful. Kerosene was the first efficient illuminant. Its use marked an era in the history of artificial lighting.

During the winter days weaving and spinning were carried on in the kitchen, since it was the warmest and most comfortable room in the house. Sometimes there was a special room for weaving and when this room was used in cold weather it was necessary to have charcoal warmers. For the parlor there were "foot warmers". These little box-like heaters kept the toes warm but were not large enough to warm the room.

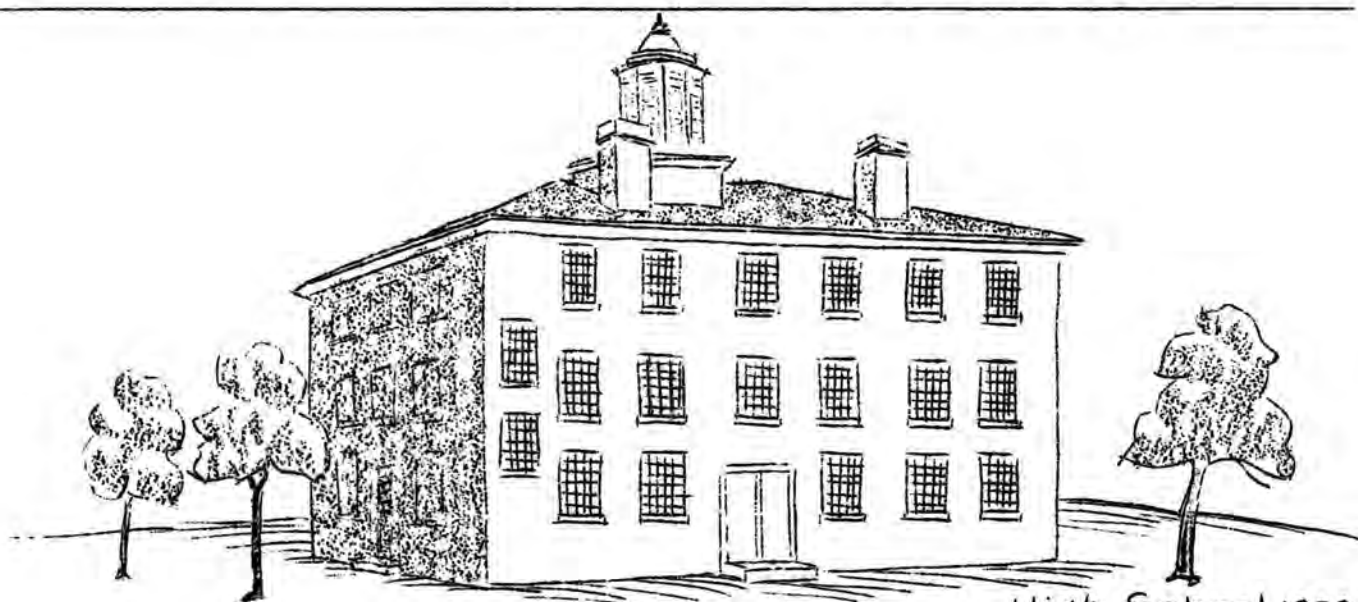
The bedroom usually had no system of heating and so before retiring on cold winter evenings the linen sheets or woolen blankets were warmed by means of a bed warmer. The bed warmer was a metal pan with a tight fitting cover and a long wooden handle. This pan was filled with embers and passed rapidly between the covers.

A kitchen and weaving room of this period may be seen at the Rochester Museum of Arts and Sciences at Edgerton Park. These rooms contain many other articles used at this time. There are also models of Indian Allan's mills, the Scrantom cabin, and Abelard Reynold's tavern and post office, all examples of the pioneer struggle to conquer the wilderness and advance civilization.

# FIRST SCHOOLS OF ROCHESTER



First School in Enos Stone's Barn



High School 1838



1842  
First No. 5 District School

## EARLY ROCHESTER SCHOOLS

With the arrival of the settlers the problem of educating the young became one of grave concern. The first school on the east side of the river is said to have been conducted in Enos Stone's barn in 1813 by Miss Huldah Strong as teacher. (This school was located on Main St. between St. Paul and Water Streets). Before long it was moved to a room over Jehiel Barnard's clothing store at the corner of Buffalo and Carroll Streets, (now Main W. and State). There were fourteen or fifteen pupils registered. The citizens of Rochester had to maintain the school because the state legislature allocated only \$24,000 for education in the entire state. This sum was divided among forty-six counties.

In the fall of 1813 the citizens resolved to build a schoolhouse and establish a school district. The new school was eighteen feet by twenty-four feet and was one story high. It was located on S. Fitzhugh St. on the site of the building now occupied by the Board of Education. The building, erected especially for school purposes, was known as "district schoolhouse number one." The first teacher in this school is said to have been Aaron Skinner, and, included on the list of faculty at various times were General Jacob Gould (1819-20), Mr. Bailey (1822) and a little later Mr. Wilder.

By 1815 or early 1816 the population around the high falls had grown so that a school was built at Mill and Platt Streets to care for these settlers. From then on schools were provided as needed.

There is a record of a spelling match held in District No. 1 schoolhouse in 1816. The pupils of this school and those of the Frankfort school participated. Frankfort was the name used to designate the northwest part of the town and this school was the one on Mill and Platt Streets. Dr. Hammond, a medical student, was the teacher in District No. 1 and Moses King in the Frankfort school.

District No. 1 school was enlarged before 1820 and again in 1823. Then a large brick building was put up and Ellery S. Treat installed as teacher. After a few years the Free Academy building was constructed in this same place. The original cost of the building was \$80,000 but with alterations and improvements before 1884 the cost rose to \$160,000.

Before 1824 Jeremiah Cutler was a teacher in the Mill Street school. Mr. Barry and a Mr. Lockwood were also on the staff. Many early Rochester families sent their children to this school, including the Langworthy, McCracken, Whitney, Brown and Scrantom families. Miss Crane was one of the first female teachers in this school and held that position in 1818-1819.

One of the other early schools was the "Brown square old stone schoolhouse." This was later known as No. 5. Listed among its faculty at various times were Moses King, Reuben Johnson, Ziba Crawford, Mr. Kinney and Miss Parsons. It was here that one teacher disciplined her pupils with music, although music was not generally introduced into the schools until 1840.

A young ladies academy on Mill Street was established in 1820. It was founded by Miss Maria Allyn and was patronized by the fashionable and prominent citizens of that time. She was the teacher as well as the principal.

Another school was located at the corner of North Clinton and Mortimer Streets. A building was erected here in 1818 for a school and for many years Lyman Cobb was in charge of it. Church services were held in this building on Sundays and in the evening during the week. It was here that the First Presbyterian Church was organized in 1827.

A school for young children was conducted by Mrs. Mary Griffin at the corner of State and Jay Streets. Later on this school was moved to Allen St. near State and in 1830 it was located on Exchange Street near Spring.

Among the other schools of early Rochester were:

Adams Street in the district referred to as Corn Hill (southwest part of the city); teacher, Mr. Blake, registration of about fifty pupils.

Stone Street near Main; Richard Dunning, teacher, registration of about eighty. The Lancasterian (monitorial) plan was used here but was unsuccessful.

Manual Labor School in the United States Hotel Building (Main W. and Elizabeth St.); 1828, Rev. Gilbert Morgan, principal. Part time work making flour barrels was done by the students to pay for expenses of education.

Misses Black's Seminary; 1830, first on St. Fitzhugh and then in the United States Hotel Building.

Miss Seward's Seminary ; 1833, United States Hotel Building, then in 1834 moved to the corner of Plymouth and Spring (where the First Presbyterian Church now stands). In 1835 it was again moved to Alexander Street. This boarding and day school was discontinued in 1848.

In 1827 land was purchased between Lancaster and Chestnut Streets from Enos Stone and a building of stone eighty-five feet by fifty-five feet was erected. This high school, as it was called, was three stories high and had three entrances. The lower, or first floor, was used by the lower classes, the second for more advanced students and the third was the "female department." Its equipment ranked very high among such schools in this state since it included "philosophical apparatus by which the sciences of chemistry and astronomy could be illustrated." Dr. Chester Dewey became principal in 1836. At this time Miss Mary B. Allen was in charge of the female department. These two educators exerted a great influence over the young people of Rochester. The high school registration in 1836 was 560 pupils.

The following extract will give an idea as to the hours and other details in the early schools:

"Truants would go to Carthage or to Pinnacle although they were often thrashed by the teacher as punishment for this and other misdeeds. It is said that many children were permanently injured by the severe punishments meted out by their instructors. Teachers were highly respected and the parents felt bound to support any method of discipline employed by the teacher.

"School opened for the entire school with prayers and an address by the teacher or principal. School hours were from 9 to 12 and 1 to 4 except for Saturday afternoon. The roll was often



called at the close of school with the pupils repeating (if they could) 'Here before the bell rang forenoon and afternoon and studied for an hour (or more) at home.'

This high school building was destroyed by fire in 1852 and replaced by the first free high school on South Fitzhugh Street in 1857. This was the Rochester Free Academy. In 1884 it had four courses of study. These were classical (college preparatory), English, scientific and business. The first three required four years for completion and the fourth only one year.

The Rochester public school system in 1841 had twelve school districts. Of these twelve, three had good buildings, four had poor buildings and the remaining five had no buildings at all. This was due to the great number of private schools conducted here (there were thirty-three at that time).

On June 22, 1841 the first board of education of the city was organized with Levi Ward as president. Mr. I. F. Mack was elected the first superintendent of schools. He held this office from 1841 to 1846. Before long the Rochester School System had improved and in 1884 there were twenty-seven public schools.

The first parochial school in Rochester was founded by Michael Hughes, who came to this city in that year and started a school in the home of Dr. Hugh Bradley on North St. Paul Street while the basement of St. Patrick's Cathedral was being made into a school room. For seven years he and his wife were teachers at this school. Mr. Kelly became teacher in 1842, and in 1843 Mr. Patrick Quin was appointed teacher. He held that position until 1848. Soon after this the school was moved to Brown Street. This school is now located on Plymouth Ave. near Brown St.

In 1855 the Academy of the Sacred Heart was established on South St. Paul Street for the higher education of girls. There were thirty-five pupils the first year. In 1863 it was moved to Prince Street, where it is now located. In 1884 there were about sixty day and boarding pupils.

The Academy of the Sisters of Mercy on South Street near St. Mary's Church was a convent, an academy, an industrial school and a children's home combined. These Sisters also taught in St. Mary's School.

Nazareth Academy Convent was located on Jay Street near Frank. This was opened in 1871 and the Sisters of this order taught in a building adjacent to St. Patrick's Cathedral, St. Bridget's and Immaculate Conception Church schools and in many other parochial schools of the diocese. The academy - in connection with the convent - was opened in 1872 with thirty pupils. This academy is now located on Lake Ave. near Lake View Park.

## THE DEVELOPMENT OF TRAVEL

The first people who lived in the Genesee Valley traveled from place to place on foot over narrow trails. These trails usually took a natural route and were seldom broader than fifteen inches. After the coming of the whites the Indians also used horses and the travois. The latter was two poles crossed over a dog's or horse's back spreading out at the lower end and covered with skin. They were designed to drag on the ground. On the water the Indians used canoes made of bark, and small rafts. They had no sails.

The French traders and Jesuit missionaries came to our section in fairly large, flat bottomed boats which they called bateaux. Usually they entered the valley through Irondequoit Bay and Creek, leaving their boats at Indian Landing and traveling overland or as the Indians did, making a portage to the Genesee River above the falls. The French period lasted from about 1669 to 1701.

After Sullivan's raid in 1779 the white population had increased, making the need for roads and other transportation facilities imperative for obtaining and shipping products. Beginning with 1794 roads were cut through the forest west of Utica and some bridges were built, but most streams were still crossed by means of fords. By 1799 a road had been cut from Utica to Cayuga Lake, then to Canawaugus (near Avon) on the Genesee, and over it came wagons usually drawn by oxen.

Samuel Hildreth of Pittsford in 1815 began to run a stage carrying mail and passengers twice a week between Rochester and Canandaigua. This was financed by merchants in the two villages and inn keepers along the road.

As Irondequoit Bay and the Genesee became trading centers, large boats came by way of Lake Ontario bringing entire families with their household goods.

Durham boats propelled by poles, were used on the Genesee. These boats were flat bottomed so they could travel more easily through shallow water. They were used for carrying freight and, because of windfalls and other obstructions in the river, were seldom more than twenty or twenty-two feet long.

In 1817 the steamboat "Ontario" began running from Sackett's Harbor to Lewiston, touching the Port of the Genesee at Charlotte.

In 1818 the exports from the Genesee Country to Canada, during the navigation season alone, were valued at \$380,000.00. Some of these exports were flour, pork, whiskey, pot and pearl ashes made from wood ashes. One record gives the exported products for 1822 a valuation of more than \$500,000.00.

The opening of the Erie Canal in 1825 caused a large increase in the commercial development of Rochester. This, in turn, attracted many settlers to this community. The Erie Canal may be said to have established the opportunity for Rochester to become a city.

As early as 1825 a railroad company was organized which began to build a railroad from Carthage to Rochester in 1831. This was finished in 1832 or 1833 at a cost of \$10,000.00 a mile. The tracks ran along the east side of Water Street, along St. Paul Street and, part of the way, along the river bank. This company, known as the "Rochester Canal and Railroad Company", and popularly as the "Carthage Railroad" was operated until 1843 and then abandoned, other means of transportation having supplanted it.

The Tonawanda Railroad, chartered in 1832, was the first Rochester line to use steam. Trains, at this time, had no bells, whistles, or cow catchers. A bugle was used to signal. The smoke stack of the engine was high and narrow and the engine had a driver on each side.

On May 20, 1862, the Rochester City and Brighton Railroad Company, Incorporated, was formed. In 1863 horse-drawn street cars began running in Rochester. The Mt. Hope Avenue line was the first, with State Street, Buffalo Street (Main Street West), South St. Paul Street, and others following. The cars ran about every fifteen minutes from 6 A.M. to 8 P.M. and every half hour from then until 11 P.M. Children under five rode free, while older children and adults paid five cents fare. The street cars could not go at a greater speed than seven miles an hour. When the tracks were covered with snow sleighs were used. They were roofed and had open sides. Straw was spread on the floor to keep the passengers' feet warm.

The first car lines were electrified in our city in 1890 and the first electric street car was used in Rochester in 1891.

## BRIDGES IN EARLY ROCHESTER AND VICINITY

Early in 1812 the few residents of Rochester decided that a bridge crossing the Genesee River at Buffalo Street near Carroll Street would not only be convenient, but quite essential to the future.

Therefore, various influential men of this vicinity journeyed to Albany to petition the legislature for the construction of a bridge. Their plans met with considerable opposition, since, in the opinion of state authorities, there was not, and never would be, enough traffic at Rochester to warrant the building of a bridge.

Later, however, an agreement was reached. Authority was given to build from the east bank to the middle of the river; and then, if traffic increased, the bridge might be completed. In accordance with this plan the half-bridge was erected making it necessary to ford the river from mid-stream to the west bank. So many travelers from distant points came here to cross the river that finally consent was given to complete the bridge, the total expense, amounting to \$12,000.00, being borne by the counties of Ontario and Genesee.

In 1824 the Main Street Bridge began to show signs of decay, and was rebuilt by the newly established county of Monroe at an expense of \$6,000.00. This bridge was carried away by a flood in 1857.

In this same year a new bridge was started. This was constructed of cut stone and was finished at a cost of over \$60,000.00.

In 1818 Carthage bridge was erected. It consisted of a single arch thrown across the Genesee River. It stood for a year and three months, falling in the year 1820. Immediately after its destruction another bridge was built upon piers about a hundred rods south of the first bridge. A few years later another was erected and stood until 1835. In 1856 the city erected, at a cost of \$25,000.00, a second suspension bridge on the site of the first. It stood about seven months, when one night in April, 1857, a wet, heavy snow fell and the weight of the collected moisture caused the bridge to collapse.

Other bridges in Rochester with dates of their erection are:

- 1836 - First Andrews Street Bridge;
- 1857 - Andrews Street bridge rebuilt of iron, cost \$12,000.00;
- 1862 - Clarissa Street bridge;
- 1869 - Swing bridge across the canal at Exchange Street;
- 1883 - Lift bridge over canal at Lyell Avenue, cost \$13,000.00;
- 1883 - Central Avenue extended and a bridge built across the river at Atwater Street, cost \$46,000.00.

For detailed description of Carthage bridge see Peck's History of Rochester, pp. 111-113.



## INDUSTRIES OF EARLY ROCHESTER

1812- Abelard Reynolds opened a saddler shop; Jehiel Barnard was the first tailor; Dr. Hunt of King's Landing performed first surgical operation; James B. Carter opened the first blacksmith's shop; Israel Scrantom opened the first cobbler's shop.

1813- The first shoe store was built by Silas C. Smith in Exchange Street and was operated by Ira West.

1815- Erastus Cook became the first silversmith and watch repairer. The first book store was opened by Horace and George G. Sill. The first lawyer was John Mastick.

1817- The first copper, tin, and sheet iron business was started by Ebenezer Watts.

1819- The first brewery was built on the bank of the Genesee River north of Main Street.

1820 - Paul Hinds became Rochester's first resident artist.

1824- The bank of Rochester was incorporated.

1825- Tomatoes were first grown as vegetables in Rochester.

1826- The first daily paper west of Albany, called The Rochester Daily Advertiser, was founded.

1828- The first dye house was established.

1830- William A. Reynolds established the first seed business and nurseries.

1834- The first music store in Rochester was opened.

1835- The Tonawanda railroad was started.

1840- Plate glass windows were introduced in Rochester by Abelard Reynolds. The Ellwanger and Barry partnership established the first Mt. Hope nurseries.

1842- Thomas Mercer opened the first daguerreotype gallery.

1844- The first telegraph office in Rochester was opened.

1847- Jonathan Child brought by canal the first Lehigh coal for use in foundries to Rochester.

1848- Bituminous coal was sold for factory use by a company composed of Jonathan Child, Nathaniel Rochester, and Henry E. Rochester. The surplus was sold to householders.

INDUSTRIES OF EARLY ROCHESTER -2-

1850- Anthracite coal was first sold in Rochester by Roswell Hart who opened the first office for the exclusive sale of coal. Meyer Greentree opened the first factory for the wholesale manufacture of clothing.

1852- Jesse W. Hatch opened the first shoe store.

1853- Bausch and Lomb Optical Company was established.

1855- A sole cutting machine was invented and patented by Jesse A. Hatch and Henry Churchill.

1863- Rochester's first horse-drawn street car was used.

1868- An automatic grain binder was invented by James F. Gordon. The first steam plow was invented by Oliver Redmond.



Ebenezer Allan

## THE MILLING INDUSTRY IN ROCHESTER

Of all the industries of the world arising from agriculture the preparation of grain for food may justly claim to have had the most continuous existence.

Prehistoric man powdered his grain. The saddle stone, the earliest form of the grinding mill, appeared long before the first recorded history. The transition from the pounding process to that of crushing by friction represents the first of the great steps in the development of flour milling and may be said to mark the dawn of civilization.

The Seneca Indians, who controlled the Genesee Valley, used a mortar and pestle to grind their corn and it was because Oliver Phelps promised them the great advantage of a mill with stones turned by water power that they gave him, in 1788, a strip of land containing about 200,000 acres for "the Genesee Falls Mill Lot."

Ebenezer Allan made a contract with Phelps to erect saw and grist mills at the Genesee Falls. During the summer of 1789, he built the saw mill and cut enough lumber for the grist mill. The saw mill erected by Allan stood on the land which now lies between Aqueduct Street and the river. The mill frame was twenty-six feet by thirty feet and built of heavy, hewed timber. It stood north of the saw mill upon the later "old red mill site." John Maude, an English traveler who came down the Genesee, said: "It contains but one pair of stones made from the stone of a neighboring quarry." However, the stones used in Allan's grist mill were actually made from surface boulders found on the ground near the mill.

In 1803, Allan's saw mill was swept away in a freshet which broke over the race gate and undermined the building. The grist mill burned in 1807.

Allan's grist mill, however, was not the first mill in the Genesee Valley. During the winter of 1788-1789, John and James Markham built one on a little stream which enters the Genesee near Avon.

In 1807 Charles Hanford built a grist mill, the second mill erected in the present city of Rochester, located near the upper falls at the point where the Platt Street bridge leaves the west bank of the river, and a queer old structure it was. Edwin Scranton said of it: "The main wheel was a tub wheel; in the top was inserted a piece of iron, called the spindle, and a stone that rested on it." This mill was sold in 1810 to Francis and Matthew Brown, who came to Rochester from Rome, New York.

In 1808 Hanford's saw and grist mills were built on Brown's Race.

In 1808 Enos Stone, Sr. erected a saw and grist mill for his son, located about 100 feet north of the east end of the present aqueduct.

In the spring of 1813 a saw and grist mill were built on the 100 acre tract by the Ely Brothers.

The first building of any magnitude, the old "red mill," was erected on West Main Street near Aqueduct by Horvey Ely and Josiah Bissell in 1815. They were assisted in the elevation of the roof timbers by every man and boy in the village.



In 1817 William Atkinson built the "Yellow Mill" on Johnson's Race.

The first mill to be built on Carthage Flats was erected in 1817 by Judge Strong and Francis Albright of Wheatland.

Samuel J. Andrews, born in New Haven, and a Mr. Atwater purchased a tract of land on the east side of the river embracing the main falls. The erection of mills at this point was started before the close of 1816.

The Palmer and Cleveland mill was built on the east bank of the river near the main falls in 1818.

Mills were built on the site of Allan's mills in 1821-1822 by Thomas H. Rochester.

Hiram Sibley, who later became a prominent citizen, came from Massachusetts and worked in the mills around Lima and Honeoye Falls in 1823.

Later mills were built as follows:

1825- The Curtis mill was built at the east end of Main Street;

1826- The Shelmire mill, with two pairs of stones, was erected at the first falls;

1826- The Warham Whitney mills were located at the lower end of Brown's Race;

1828- Whitney built a strap and bucket elevator on the canal at Brown Street. This was the first grain elevator in the country;

1828- The firm of Bissell and Ely was dissolved and Hervey Ely built a large mill near the east end of the aqueduct which was burned in 1869. This building occupied the site of Enos Stone's first saw mill;

1831- The City Mills were built with five pairs of stones at the first falls. Here several firms composed of strong men in the prime of life, men of capital, men of ability who labored untiringly from year to year, thought they saw in the future a sure realization of their expectations, but they failed to make their dreams realities;

1834- The Williams mills and the Eagle mills were constructed on Brown's Race south of Platt Street bridge;

1835- The Stone mills at the first falls, with six pairs of stones, were built by Thomas Emerson and Jacob Graves.

1836- The Mack and Paterson mills were built on Brown's Race. They occupied the second building north of Platt Street bridge;

1838- The mill of Gardiner McCracken at the east side of the lower falls was converted into a paper mill;

1840- Mr. Burbank was the original proprietor of the Frankfort mill, built in this year, and still visible on Mill Street at the foot of Brown Street, as part of the Mosely and Motley Milling Company.

During this period several buildings were designed partly for commercial flour and partly for custom grinding. Among this number were the City grist mills of Henry Achilles, fronting on Brown's Race and the mill of Curtis A. Leonard and Company at the corner of East Main and Water Streets.

Some of the flouring establishments were situated directly on the Erie Canal, with machinery so adjusted that cargoes of wheat were elevated to a height of fifty-two feet and weighed in one and a half hours.

In 1834 Rochester had become the greatest flour manufacturing center in the world, turning out 300,000 barrels of flour annually. Profits were good and outsiders were attracted to the industry.

In 1860 there were twenty-one flour mills in Rochester, containing 116 pairs of milling stones.

George Motley patented and improved the milling method called "wheat splitting" for removing the white centers from the wheat berries in 1871. Motley went abroad in 1878 to investigate the Hungarian process of milling by porcelain or steel mills instead of by mill stones.

In 1884 eighteen mills were grinding wheat in Rochester, but those mills that did not introduce rolls soon ceased operation. "Mill B" on Brown's Race at the foot of Brown Street was the first mill in Rochester to install the new roller process. In the meantime, the fields of the west produced such vast quantities of wheat that the farmers of western New York began raising other crops because of this competition.

Two mills on Brown's Race near Brown Street possess a unique interest as they are the oldest existing mills in Rochester and have continuously ground grain.

Some of the very early mills in Monroe County are also of historic interest. Tryon City, established at Indian Landing on Irondequoit Creek in 1797, was in the early days a center for Canadian trade and Genesee Valley flour.

In 1806 Daniel Penfield built the first large saw mill "in the hollow" in Irondequoit. He also built a grist mill, the first in that locality.

During the year of 1806, Solomon Fuller built a small mill on Irondequoit Creek, and Allan's stones are said to have been transferred to that mill.

In 1815 Nathaniel Case built a grist mill on Irondequoit Creek, which was operated nearly thirty years.

A saw mill and grist mill were erected by Elisha Strong and Caleb Lyon in the town of Irondequoit in 1816. These were destroyed by fire in 1846.

In 1825 Nelson Fullham built a grist mill on Irondequoit Creek, just west of "Hipp's saw mill."

In 1825 Isaac Barns and Captain Enos Blossom built a grist mill on the west bank of Allyn's Creek about thirty rods north of East Avenue. The Allan's stones were purchased by them and later used as door steps. His son built the old mill a short distance from Landing Road near Elmwood Avenue.

The modern process of milling is substantially as follows:

1. Cleaning of grain done by machine that separates all foreign substances from it.
2. Purified wheat is then carried to the scouring machine where it is scoured and brushed.
3. A machine breaks open the berry and from its center, the heart, the choicest part, is extracted and sent to the grinding machines.
4. These centers are then sent to the purifiers where air fans drive out all fiber and fluff.
5. The selected uniform centers pass onto the smooth rolls where they are gradually pulverized into flour.
6. They are then taken to the reels to be sifted through silk cloths into creamy white flour.
7. Then the flour is packed in bags or barrels.
8. It is then ready for distribution.

## THE GRAND ERIE CANAL

"No single act - no public measure - except the Declaration of Independence and the formation of the United States Constitution has done so much to promote public prosperity and produce a new era in the history of the country as the construction of the Erie Canal."

This statement was made by Jesse Hawley in 1835. The truth of this statement is found in an examination of some of the factors in the growth of Rochester and their bearing upon the development of the canal.

In 1797 Governor George Clinton advocated that the legislature pass a law to set aside moneys for the construction of canal and lock navigation for the northern and western parts of our state. He declared this would aid its development by making it more accessible to prospective settlers.

In 1798 a company was formed to consider the construction and operation of canals and locks between Lake Erie and Lake Ontario. This organization, called the Niagara Canal Company, found the undertaking was too expensive.

Several canals were constructed in various parts of the country between 1798 and 1817 when a bill was introduced to the legislature by William D. Ford for the construction of the Erie Canal. The legislature set aside \$5,000,000 for the construction of a canal approximately 363 miles long, 40 feet wide, and 4 feet deep with 77 locks 90 feet long.

Many wished to have this canal cross the Genesee twelve miles south of Rochester but after much discussion it was decided that it should cross the river at Rochester (Aqueduct Street and Broad Street).

The building of the canal caused an influx of settlers and three years before it was completed (1822) so many settlers had come to this region that only the Indian reservations remained unsettled by citizens. This feat of canal engineering changed the commercial center from Philadelphia to New York by bringing trade from the outlying settlements to a central distributing point.

Even before the entire canal was actually completed, trade was carried on over the sections which were ready for use. The first canal boat loaded with flour left Mills Basin on the east side of the Genesee for Little Falls.

In 1821 part of the canal was opened for use and tolls were collected at Utica, Rome, Canastota, Syracuse, Bucksville, and Little Falls. The salaries of the toll collectors ranged from \$62.50 a year to \$200. The following tolls were collected:

- Grain, flour, and meal - one cent per ton per mile
- Shingles - one mill per thousand feet per mile
- Brick and stone - five mills per ton per mile
- Merchandise - two cents per ton per mile
- Boats for transporting property and stock - one mill per ton per mile
- Passengers - five mills per mile
- Other merchandise - one cent per ton per mile

In 1823 collectors were stationed in Rochester, Palmyra, Lyons, Syracuse, Rome, Utica, and Little Falls. Bills were presented to the collector at each of these points and were receipted as ships passed along the canal.



It was necessary to construct an aqueduct over the Genesee and this was started in 1822. The building of the aqueduct was aided by gifts from many people including Mr. Elisha Johnson, who gave the state enough land on the east bank of the Genesee for its base. The original aqueduct was designed to be 500 feet long with nine arches. It was more expensive than had been expected due to many things, principally the cost of food and labor. There was also a great deal of difficulty in obtaining the foundation rock. The rock used was sandstone. When this aqueduct was completed Rochester was a village of 5,000 people. It had six churches, a courthouse, printing offices and numerous mills. By 1838 the population had increased to 20,000. An interesting point in connection with the building of the aqueduct is the fact that convicts from Auburn Prison were brought here to do the work. In the first ten days after completion 10,000 barrels of flour were shipped from Rochester via the canal.

In 1825 the canal was completed and there was a steady increase in the number of barges carrying settlers with their household goods and live stock. Tolls on these shipments were great enough to pay for the cost of constructing the canal by 1836.

Upon the completion of the canal there was a grand celebration. At definite places along the canal, cannons were placed and as the first boat entered the western end of the canal the first shot was fired. As the sound of the cannon immediately to the west was heard, the next cannon was fired. The sound of these cannons sent word to New York City in one hour and thirty minutes telling them that the waters from Lake Erie had been let into "Clinton's Big Ditch." A flotilla left Buffalo on Lake Erie on November 4, 1824. Rochester was represented in Buffalo at this time by a group headed by Jesse Hawley. When the boats reached Rochester they were greeted by a large crowd and eight uniformed companies were out to celebrate in spite of the rainy weather. The soldiers lined the canal bank and promptly at 2 P.M. the first boat reached the aqueduct. The Seneca Chief, the boat at the head of the procession, was met there by a canal boat called the Young Lion of the West which was stationed at the western end of the aqueduct "to protect its entrance." After hailing the Seneca Chief the following dialog took place:

Question (Young Lion): Who comes there?

Answer (Seneca Chief): Your brothers from the west on the waters of the great lakes.

Question: By what means have they been diverted so far from their natural course?

Answer: By the channel of the Grand Erie Canal.

Question: By whose authority and by whom was a work of such magnitude accomplished?

Answer: By the authority and by the enterprise of the patriotic people of the State of New York.

Then the Lion gave way and the ships entered Childs' Basin (at the end of the aqueduct). One boat was called Noah's Ark and it had as its cargo pairs of animals, fish and fowl, and it was manned by two Indian boys.

In Childs' Basin several speeches were delivered and then the passengers disembarked and every one went to the service held at the Presbyterian Church. Jonathan Childs was one of the principal speakers at this gathering. Afterwards the guests were entertained at Christopher's Mansion House at the corner of Market and State Streets (as we call them today). That evening there was a grand ball and fireworks to climax the ceremonies. One historian says the illumination was wonderful for the time "but of course Rochester had no Palmer Fire Works then."

When the ships left Rochester the Young Lion of the West joined the fleet. Her passengers were Elisha B. Strong, Levi Ward, A. V. Leavett, William B. Rochester, M. Hulbert, A. Reynolds, A. Strong, R. Beach, E. Johnson and E. S. Beach.

The ceremonies in New York were very elaborate and as part of the celebration the two kegs of Erie water were emptied into the Bay of New York. It was one of the pioneers on this memorable trip who wrote "Commending my soul to God, and asking His defense from danger, I stepped on board the canal boat, and was soon flying towards Utica."

In 1834 Rochester owned or controlled more than half the canal boats on the Erie Canal.

In 1835 agitation about the canal was again started. This time the objective was the enlargement of the canal to a width of seventy feet and a depth of seven feet.

In 1839 a survey showed that the Genesee River was the source of most of the water immediately to the east and west of Rochester. Lest the mill owners start action for this loss of water, plans were effected to have reservoirs along the canal in which excess water could be stored. They also proposed to line the bottom of the canal with rocks and to puddle its banks to prevent excessive leakage.

It was said of travel on the Erie Canal: "This is traveling de luxe in 1825 ....Four miles an hour-- sometimes five. The great speed of these boats upon the new Erie Canal has to be carefully regulated... The canal is the water railway of this era."

Jefferson said of the Erie Canal that it was built a century too soon.

Lehigh coal was brought to Rochester by Jonathan Childs in 1847. It was brought over the Erie Canal via New York and was the first coal ever brought to the city.

In 1867 a swinging bridge was built across the canal at Exchange Street.

The canal was widened to 70' at the top and 52' at the bottom with a depth of 7' in 1869.

The engineers on this canal, living in Rochester in 1834, were Nathan S. Roberts, David S. Bates and Valentine Gill.

Harriet Beecher Stowe said that the berths were only a foot wide on the Erie Canal boats.

Charles Dickens, after a trip, said that when he went below at 10 P.M. he found three long tiers of hanging shelves designed, apparently, for volumes of the small octavo size. He also said: "Looking with greater attention at these contrivances, (wondering to find such literary preparation in such a place) I descried on each shelf a sort of microscopic sheet and blanket; then I began dimly to comprehend that the passengers were the library and that they were to be arranged edgewise on these shelves till morning."



Early Shoemaker Shop



## SHOE INDUSTRY IN EARLY ROCHESTER

Israel Scrantom, the brother of Hamlet Scrantom, opened the first cobbler's shop in Rochester in 1812, primarily to make shoes for his own family. Abner Wakelee also opened a cobbler's shop later in the same year.

At this period boots and shoes were made on straight lasts, and many people made a practice of reversing their shoes so the soles and heels would wear evenly. It was only after stores carrying ready-made shoes were opened that boots and shoes were made to conform more nearly to the shape of the feet. They were called "rights and lefts" and were considered very odd.

When Israel Scrantom opened his shop he cut the lasts (shoe forms) by hand. Generally these were taken home by the customer and stored until he needed another pair of shoes. The leather "uppers" were also cut by hand and hand-made wooden pegs used instead of nails. While working, the shoemaker sat on a low wooden bench, like the one in the picture, with his tools and supplies at his right hand.

Leather was obtained from the tannery to which farmers from the surrounding countryside brought hides. The tanner worked "on shares" taking part of the hides as his pay for tanning them and returning the rest to the farmer.

As the increasing population created a greater demand, several tanneries opened large shops where ready-made shoes were manufactured. These shops contained large benches at which fifteen or twenty men could work. The salaries varied from six to nine dollars a week. The men worked from twelve to sixteen hours a day, often by candle light.

By 1825 shoe stores appeared, but few of them had display windows. It was not until Mr. Abelard Reynolds built the Arcade that the idea of displaying goods in a window to tempt the passer by, became general.

Uniformity in the appearance of shoes became possible with the invention of the sewing machine. The introduction of dies for cutting the leather parts also increased this.

Following are some of the early shoemakers and dealers in Rochester:

1827: Shoe dealers and makers: Abner Wakelee; J. & G. Gould; O. Sage; E. Pancost; Jesse and Isaac Congdon; Ireland and Collins; George Slade; Enos Trayhern; Stephen Alling; Frink and Wilson; Isaac Leonard; Carret and Adam; M. Brownell; E. H. Grover; William Brown; Edward Coffin; Randall Andrews and others.

1834: S. Y. Alling, 6 Exchange Street. Boots and shoes.

1841: L. H. Alling, No. 8 Exchange Street. Boot and Shoe Store.

1841: City Shoe Store. Corner Globe Building, No. 17 Main Street. S. Y. Alling --- own manufacture.

1845-1846: George Gould & Company, 16 State Street. Manufacturers of fashionable and durable boots and shoes.

1845-1846: Sage and Pancost, 22 State Street. Wholesale and retail dealers in shoes, leather.

1847-1848: City Hall Boot and Shoe Manufactory. Luton Wood (manufacturer and dealer), 84 Buffalo Street, next door to Eagle Hotel.

1847-1848: J. W. Hatch and Company. Boots and Shoes. 20 State Street.

1847-1848: E. T. Oatley, 4 State Street. Wholesale and retail dealer in boots and shoes.

1849-1850: Edward Ray, 63 Main Street near St. Paul. Manufacturer and dealer in boots, shoes, and leather.

1849-1850: John C. Gray, No. 12 Buffalo Street. Fashionable boot maker.

1851: Watkyns, 39 Exchange Street. Canal Store.

1853: Sage and Pancost, 86 State Street.

1853: Madden and Dudley, Curtis Block, Main Street. Shoe pegs.

1853: James Vick, 186 State Street.

1853: Jo. Magee, 43 Main Street, Room 10. Boot crimper.

1855: Caring and Heberger, 10 South St. Paul Street.

1855: P. & J. Kerley, 87 Main Street.

1857: Shoe dealers and manufacturers:

J. Adams, 212 State Street

L. and H. Churchill, 86 State Street

Krohn and Forschler, South Fitzhugh St. opp. Court House

Rochester City Boot and Shoe Store, 17 Main Street

For other names consult Dewey Rochester City Directory 1857.

1861: L. A. Pratt, 54 State Street.



Mr and Mrs. Abelard Reynolds



## ROCHESTER'S POST-OFFICE

It was not until the latter part of 1812 that Rochester had any mail accommodations or direct mail connections with the east. Up to this time, the nearest post-office was at Charlotte. News was received and correspondence carried on with the world at large via Canandaigua, Bath, Avon, Caledonia, Farmington, and Charlotte.

In October 1812, Abelard Reynolds was appointed Postmaster and his commission was issued in November. Mr. Reynolds was a saddler and used the front room of his house for business purposes. There the citizens of early Rochester and the settlers of the vicinity obtained their mail.

The first regular mail was brought from Canandaigua to Rochester on horseback. It was received once a week, and during the first winter a woman performed the duties of post rider. This was a Mrs. Dunham of Canandaigua, whose husband held the contract to carry mail between that village and Rochester. The letters were carried in saddle-bags which hung across the horse at the rear of the saddle.

In 1813 Mr. Reynolds moved into his almost completed large house and transferred the post-office there.

In 1815 J. G. Bond and Captain Elisha Ely organized a company to run a stage between Rochester and Canandaigua. The company included William Hildreth of Pittsford and other tavern keepers along the route. A light wagon was put on the road in November, 1815, the post-rider discontinued his trips, and the mail was carried to and from Rochester by wagon twice a week.

In January 1816, the company placed a coach body on sleigh runners, this being the first four-in-hand mail coach that ever entered Rochester. An enthusiastic reception was accorded to it by the villagers, nearly reaching the proportions of a public celebration, so important was the event. In the spring of 1816, a post route was established from the village of Canandaigua, by way of the village of Rochester, to the village of Lewiston on the Niagara River. The mail was then carried by stage, the company at first taking all postage received in payment, but later carrying the mail for a set price. The Postmaster-General in 1815 authorized the carrying of mails by steamboats, and the American lake ports and Canada were thus brought into regular communication with Rochester.

From then on, mail service improved, because the quantity was greater and therefore the service more regular. In 1829, the post-office was established in the newly completed Reynolds Arcade, but with the rapidly increasing population, better mail accommodations soon became necessary. Mr. Reynolds then erected a brick building at the rear of the Arcade to be used solely for postal services. About 1842, this building was torn down and the post-office again restored to the enlarged Arcade. As time went on, the post-office was shifted several times from one part of the Arcade to another. In 1833, it was at the front entrance of the building. Ten years later it was moved to the northwest corner, and in 1859 it was again transferred to the northeast corner, where it remained until the erection of the government building in 1891.



## POLICE DEPARTMENT

The first police protection in Rochester was provided in 1818 when five men were appointed as a Street Patrol. The real beginning of our present police department, however, was on December 28, 1819, when eighty dollars was appropriated to hire a village night watch for "as long as that sum would pay a capable man." The next year, 1820, one hundred dollars was set aside for this purpose, but in 1821 the night watch again was allowed only eighty dollars. There was one night guard or watch for 1,502 persons, (census of 1820).

In 1821 the county of Monroe was created, and the court house and county jail were built. There is no record of where criminals were housed before the erection of the jail which was on North Fitzhugh Street, (then Hughes Street). The building contained two rows of cells, separated by a hallway, and was surrounded by a high stone wall. In front of the jail was a large house for the jailer and his family. These two buildings cost the county \$3,674.71. This jail was used for eleven years and then the second one was erected on the Island (the present site of the Erie station south of Court Street). After 1832 the first jail was used as a recruiting station of the United States Army. The second county jail built in Rochester cost \$13,412.56, and contained forty cells arranged in two tiers. Each cell was four feet wide, eight feet long, and seven feet high.

The first recorded crimes and offenses in early Rochester were burglary, murder, forgery, and failure to pay debts. The Rochester Telegraph of February 10, 1824 makes the following statement: "Probably no place in the Union of the size of Rochester is so much infested with the dregs and outcasts of society as this village." Other accounts of this time speak of the scarcity of criminals in Rochester and the swiftness of justice. The citizens did not believe that such severe punishment as the treadmill or stepping mill were necessary or humane.

The first attempted jail break took place on July 31, 1824 at 10:00 p.m. The sheriff called upon the citizens to help and there was fighting between the sheriff's party and the prisoners. The weapons used were iron bars and hickory clubs. The battle stopped only when most of the prisoners and some of the sheriff's party were injured.

In 1827 two constables were appointed who were expected to enforce the regulations "to protect morals and religions." Shows of all kinds were prohibited unless licensed. Theatrical productions were absolutely forbidden as were nine-pin alleys and circus performances. On Sundays even the horns and bugles of canal boats were banned. Householders were compelled to "sweep and clean the sidewalks opposite their dwellings every Saturday from the first day of April to the first day of November."

By 1834 the population of Rochester had increased to 12,252 persons, largely due to the construction of the Erie Canal and the development of the milling industry.

Among the officials chosen when Rochester became a city were three justices of the peace, a police justice and five constables. At this time the thickly settled part of the city was called "the lamp and watch district." The residents of this district paid an extra tax for special police protection, street lighting and fire protection. The amount expended for this lighting and "night watch" did not exceed \$1,500.00 a year. The council appointed three men to the watch and provided a hat for each which designated them as holding an official position. They were on duty from 10:00 p.m. until sunrise. Among their duties was the taking of lighted lamps from the watch house, placing them on the lamp posts and returning them to the watch house in the morning. This was done only on "moonless nights." They were required to call the hours as: "Twelve o'clock and all's well," "Two o'clock and a starry night," "Three o'clock and a frosty morning," "Four o'clock, it snows and blows."

List of Police Dates

- 1819 - Village night watch provided
- 1834 - Three men appointed to watch.  
Sidney Smith elected first Police Justice
- 1853 - First Police Chief appointed
- 1865 - Police first appeared in uniform on July 2.  
Board of Police Commissioners first organized
- 1884 - Two men appointed as first Mounted Police
- 1886 - Police Patrol Telegraph System put in operation
- 1900 - Police precincts established by designation of stations
- 1905 - Traffic Squad organized.

## FIRE DEPARTMENT

In 1817, at the first village election, five men were chosen as fire wardens. Their duties were to enforce the ordinances for the prevention of fires, to superintend the efforts of others to put out fires, to form lines of citizens with their buckets, and to direct the rapid passing of these buckets. The law required that each citizen have his own fire buckets; arrangements were made for hooks, ladders, and other necessary equipment of those days; a fine of ten dollars was imposed on any one building insecure chimneys, or failing to obey warnings of fire wardens, or failing to keep fireplaces in good repair; each home had to keep a scuttle on the roof and buckets on the stairs leading to the roof; fireplaces had to be cleaned every three months.

These methods were not entirely satisfactory and on October 19, 1817, a fire company was organized with twenty-four members, and Daniel Mack was chosen as foreman. An engine was bought, into which water was poured from buckets, as it had no suction base. A house for this engine was built on the Court House Square. In 1820 the first repairs on it were necessary, amounting to nine dollars and twenty-five cents. Then the village board of trustees voted to give \$120.00 to buy fire buckets, hooks, ladders, etc., and to build a shelter for the ladders. The first rope for fire hooks was bought for eight dollars, in 1821, and the first fire-truck, in 1824, for fifty dollars. The following year \$470.00 was allowed for a new engine and \$100.00 for its house on Eagle Alley (now Corinthian St.)

The Volunteer Fire Department dates its existence from May 5, 1826, when the Village Board of Trustees accepted members of two Engine Companies and one Hook and Ladder Company.

In 1827 the chief-engineer was ordered to purchase a new engine, which cost \$716.00. Three hundred feet of hose, costing \$216.00, also were obtained at this time.

From time to time new fire companies were organized, so that by 1833 six companies had been started.

The organizing of a city government brought no great change in the fire department. Two men from each of the five wards were chosen as fire wardens, and \$1500.00 was added to the tax levy for the support of this department. Several disastrous fires in 1837 aroused citizens to the need of increased efficiency in the fire department and therefore, in 1858, the Volunteer Fire Department was disbanded.

That same year, on August 23, the Protectives were organized to remove property from burning buildings and to protect it. This group when organized had forty members. Apparatus included a four-wheeled carriage drawn by hand, called the "hearse" because of its shape, in which were carried pieces of canvas, canvas sacks, and a large number of leather buckets. The Protectives soon proved their worth by saving articles from theft as well as fire.

## THE DEVELOPMENT OF PARKS IN ROCHESTER

Authority was given to the Mayor of Rochester in 1887 to appoint a Board of Park Commissioners, by the Legislature of New York State at Albany, which passed a bill to that effect. The late Dr. Edward Mott Moore was selected as their President by this Board of twenty-one members, and in 1888 the first land for Park purposes was purchased with public funds. Thus Genesee Valley Park became the beginning of the Rochester Park System. The land it occupied (approximately 396 acres) before its acquisition by the City was employed for farming purposes. In recent years, adjoining land of 240 acres has been donated by Miss Frances Baker, which makes it one of the largest Rochester Parks. Genesee Valley Park affords enjoyment to thousands of people throughout the year by means of two eighteen hole golf courses, several tennis courts and baseball diamonds, and a large outdoor skating rink utilized during the winter season.

A donation of territory from the Ellwanger-Barry Nursery Company of about forty acres in 1888 influenced the acquisition of other lands which together now constitute Highland Park, devoted to plant collections consisting of lilacs, one of the most complete rhododendron displays in this country and several ostentations of shrubs and trees hardy in this section.

Seneca Park, secured in 1889, lies along the lower Genesee River Gorge and lends itself to natural beauty and recreational purposes. A magnificent Zoo was built in 1930 and in years hence there is no doubt that Seneca Park will develop into a splendid zoological park.

The year 1889 also saw the beginning of the development of small City Squares and other recreational areas in the congested sections of Rochester.

Durand-Eastman Park became City property through the kindness of the late George Eastman and the late Dr. Henry Durand. In the early summer of 1908 the development of this Park, consisting of 500 acres, was begun. It lies along the shore of Lake Ontario, affording an excellent bathing beach, and possesses one of the most admirably constructed eighteen hole golf courses in the State. Beautiful evergreens, artificial lakes and winding roadways enhance its attractiveness and point it out as a most noted Park.

The attainment of Ontario Beach Park took place in 1919 and has developed into a splendid public bathing resort with a strictly modern bath house. Its charm is aggravated by the most beautiful grove of American Elm trees possible to be found.

The present Rochester Park System comprises 1828 acres, and with the recent development of county parks in the surrounding towns, it is felt that Rochester's park land is sufficient at present.

In addition, the Park Department controls thirty-six playgrounds distributed throughout the City, operated on a plan of well regulated and supervised play, considered most essential in any city for the health and safety of the children.



## MUSEUMS AND ART GALLERIES

### The Rochester Museum

The Rochester Museum was founded in 1825 by Mr. Bishop, who was its director for the first twenty-five years. It was located on Exchange St. near Main and was better known as the "old wax museum" to residents of Rochester, for its entire collection consisted of wax figures of historical and literary characters. Mr. Silas O. Smith later obtained this collection and sold it for one hundred dollars to Mr. James Palmer, who stipulated that this sum should be used for the support of a mission church. It purchased the foundation stones for Christ Church, now located on East Ave. The figures were sold again in 1882 to a museum in Columbus, Ohio.

### Ward's Natural Science Establishment, Inc.

Henry A. Ward, when only twenty-seven, had one of the finest collections of geological specimens in the world. In 1862 Mr. Ward became professor of geology at the University of Rochester and presented his collection to the college. While associated with the University he opened Ward's Natural Science Establishment on the campus. This was burned in 1869, and the collections were moved to buildings across College Ave. Ward's Natural Science Museum is still connected with the University of Rochester and at present is located on S. Goodman St. It has no endowment but is supported entirely by the income from sales.

### The Municipal Museum

The Rochester Museum of Arts and Sciences was established through the efforts of the Hon. Hiram H. Edgerton, then Mayor. He negotiated for the purchase of the land and buildings of the State Industrial School, planning to use them for the Rochester Exposition. The present building was designated as a museum and library. The Municipal Museum was opened to the public on September 14, 1912. It is supported by a yearly appropriation in the city budget and is administered by a Board of Commissioners which appoints a Director.

### Rochester Academy of Art

The Rochester Academy of Art had no permanent effect on the art interests of the community. However, there is a record of an exhibition, in 1874, of Italian paintings purchased by Hiram Sibley. It was hoped this collection would be the foundation of a public art gallery, but this proved financially impossible.

### The Rochester Art Club

The Rochester Art Club was organized in 1875 and held forty-three annual art exhibitions.

Powers Art Gallery

Daniel W. Powers finished the upper suite of rooms in the Powers Block, in 1876, to be used as a permanent art gallery, for which he brought paintings by the old masters and several fine pieces of sculpture from Europe. These galleries were considered the finest in this country at that time. After Mr. Powers' death, efforts to make this a public gallery failed and the collection was sold in 1897.

Memorial Art Gallery

In 1912 Mrs. James Sibley Watson, daughter of Hiram Sibley, gave an art gallery as a memorial to her son, James G. Averell. It was presented to the University of Rochester with the proviso that it should be used to stimulate the art interests of the city. An addition, given by Mr. and Mrs. Watson, was opened in November, 1926.

## HISTORY OF LIBRARIES IN ROCHESTER

### The Rochester Literary Company

In April, 1823 Jonathan Child and eleven other men were elected the first trustees of the Rochester Literary Company. This company consisted of "such persons as have in writing signified their consent and desire to associate themselves together for the purpose of procuring and erecting a public library." This organization left no results of a permanent character.

### Franklin Institute

This institute was organized on October 13, 1826 for literary and scientific purposes. With a surplus of two or three hundred dollars obtained from a lecture course on chemistry, a public library was started and rooms opened at the corner of Main East and Water Streets. In 1836 it became part of the Mechanics Literary Association.

### Mechanics Literary Association

Founded February 10, 1836 by sixteen practical mechanics. Their object was "their own mutual advancement in scientific and literary knowledge and the mental and moral culture of apprentices and poor young men." Donations amounting to five hundred volumes were the foundation of their library. Afterward several fairs, held annually, were a means of raising funds for additional volumes. At the end of six or eight years the library contained two thousand volumes, but due to the fact that membership had gradually decreased to only twenty persons, the organization was discontinued.

### Rochester Athenaeum

This organization was founded in 1829 with sixty members who promised to pay an annual fee of five dollars for three years. Collecting books and pamphlets was their principal object. Colonel Nathaniel Rochester was the first president and under his direction the library opened in rooms in Reynolds Arcade. The Athenaeum was incorporated on February 12, 1830. Its membership did not increase very rapidly due to the organization of two other societies. These were the Young Men's Society (1834) and the Young Men's Literary Society (1837).

In 1838 these groups joined the Athenaeum, which then became known as the Rochester Athenaeum and Young Men's Association. After 1844 membership decreased, and in 1847 they united with the Mechanics Literary Association and became The Rochester Athenaeum and Mechanics Association.

### The Rochester Athenaeum and Mechanics Association

The membership of this society declining during its first two years, the policy was changed so that all citizens could enjoy its benefits. Under this new plan the association prospered. In 1857 a "Department of juvenile publications" was introduced.

The association had two types of activity, the library and lecture courses. Lectures were held in Corinthian Hall and were always well

attended. One year's program included George William Curtis and Ralph Waldo Emerson. Later came Oliver Wendell Holmes, Louis Agassiz, James Russell Lowell, and Bayard Taylor. The lease expiring in 1871, it was necessary for the library to move. Several years later it was moved again. No suitable location could be found and due to the claims of creditors, it was advertised for sale. Mortimer F. Reynolds and George S. Riley settled these claims before the sale took place. Later, Mr. Riley disposed of his interest to Mr. Reynolds.

### Reynolds Library

In 1884, Reynolds Library was incorporated, and Mr. Mortimer F. Reynolds donated the old Athenaeum books. The library was opened in Reynolds Arcade in January 1886, and for six years was maintained by cash donations. At his death, in 1892, a large portion of Mr. Reynolds estate was left to the library, including his home at 150 Spring Street, where the library is now located.

### Central Library

In 1863, the libraries from seventeen schools were consolidated and the Central Library formed, a selection of the best books from these libraries being made and a few new ones being purchased. The library was first located in Baker's Block, but in 1875 it was moved to the Free Academy Building on South Fitzhugh Street. Started originally as a school library, it gradually became a circulating library for public use. The library was maintained by state grants and local funds until 1904, when it was closed by order of the State Superintendent of Public Education. The books were distributed among the public schools and were the beginning of the classroom libraries.

### Rochester Public Library

Through an amendment to the city charter in 1911, and an appropriation by the city, the Rochester Public Library was formed.

There are at present thirteen branch libraries: Edgerton (1912), Genesee (1913), Monroe (1914), Lincoln (1915), Goodman (1917), Business (1917) (This was absorbed by Central in 1926), Charlotte (1919), Brighton (1925), Arnett (1923), Portland (1924), Lake Avenue (1926), Central (1926), South Avenue (1927), Park Avenue (1928), (closed in 1932), Hudson Avenue (1933).

On March 31, 1934 there were 323,071 books in the various branches of the public library.

The average weekly circulation for the years 1931, 1932, 1933 was as follows:

|            |        |
|------------|--------|
| 1931 ..... | 52,569 |
| 1932 ..... | 54,655 |
| 1933 ..... | 40,063 |

The decrease in 1933 was caused by a budget cut which made it impossible for the libraries to be open full time.



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